

GENERAL INFORMATION

Applicant:	Bloomington Central Station LLC c/o McGough Development
Location:	8170 31 st Avenue South
Request:	Preliminary and Final Plat for Bloomington Central Station 5 th Addition; Major Revision to Final Development Plan for a 1,657 stall parking structure and surface parking improvements.
Existing Land Use and Zoning:	Vacant commercial land; zoned High Intensity Mixed Use with Residential (Planned Development) – HX-R (PD) and Airport Runway – AR-17
Surrounding Land Use and Zoning:	North – Park, surface parking and light rail transit right-of-way; zoned HX-R (PD) South – Office and vacant land; zoned C-4 East – Multiple-family dwelling; zoned HX-R (PD) West – Structure parking ramp, office and manufacturing; zoned LX and CO-1
Comprehensive Plan Designation:	South Loop Mixed Use

HISTORY

City Council Action:	10/06/08 – Approved Preliminary and Final Plat for Bloomington Central Station 2 nd Addition (Case 2830A-08)
	07/24/06 – Approved revised Preliminary and Final Development Plans for a temporary parking lot (Case 2830CD-06)
	2/06/06 Approved Revised Preliminary Development Plan for transit oriented mixed use development (Case 2830C-05)

CHRONOLOGY

Planning Commission	09/29/2016	Recommended approval
City Council	10/24/2016	Public Hearing Scheduled

PROPOSAL

McGough Development is proposing to construct an eight-story (1 story below grade, 7 stories above grade) parking ramp structure with 1,657 parking stalls to serve the Health Partners office tower and future development within Bloomington Central Station (BCS). The parking ramp will have the ability to be expanded southward to a total of 2,700 parking stalls through a future phase of construction. In order to construct the proposed parking structure, the developer would plat a portion of Bloomington Central Station 2nd Addition into one buildable lot and three outlots. Additional physical site improvements proposed include the construction of 82nd Street and a portion of 31st Avenue South (both private roadways), the reconfiguration of the existing Health Partners office tower loading dock, and the improvement of existing surface parking lots west of the Health Partners building. McGough Development also requests an administratively issued Airport Zoning Permit for the construction of the parking structure, as the ramp is greater than 80 feet in height.

ANALYSIS

Land Use

The original Preliminary Development Plan (PDP) for Bloomington Central Station was approved in 2006. As guided by the approved Preliminary Development Plan, the subject area anticipated an office building (11 stories, 356,000 square feet) and parking ramp (3,060 parking spaces). At this time, the developer is requesting to proceed on the parking ramp to meet contractual parking obligations with Health Partners and prepare portions of Bloomington Central Station for future development. The planned office building proposed is currently on-hold. While the approved Preliminary Development Plan included a 3,060 stall parking structure, the proposed plan would reduce the total number of parking stalls in the structure to 2,700. The eight-story parking structure would be constructed in two phases, with Phase 1 housing 1,657 stalls. Although the total number of parking stalls would be reduced by 360 spaces, the proposed land use is consistent with the approved PDP due to the fact that no office development is proposed with this application. The developer understands that the reduction in parking may reduce the overall square footage of future office development on the subject property. To summarize, the proposed parking ramp would not increase the intensity of overall development as regulated by the PDP. As a result, a revision to the PDP is not required as part of this application given the proposed scope of work.

Code Compliance

The proposed parking ramp, surface parking improvements and other elements of the proposed scope of work have been reviewed according to the performance standards for structures in the HX-R zoning district and other specific sections of the City Code. Table 1 provides an overall analysis of Code compliance for the subject development. The sections that follow provide follow-up information with greater detail to inform recommended conditions of approval and modifications to the proposed plans.

Table 1: City Code Analysis for Parking Structures in HX-R Zoning District

Standard and Code Section	Proposed	Meets Standard?
Building Setbacks Public street setback – 0 feet Internal setbacks – 10 feet (Section 19.29(h)(1))	Setbacks (smallest proposed): Public street setback – 1.7 feet Internal setbacks – 10 feet	Yes
Minimum Lot Size – 120,000 square feet or part of a PD 120,000 square feet or larger (Section 19.29(h)(2))	Bloomington Central Station PD – 1,744,422 square feet	Yes
Surface Parking Stall Dimensions – 9 feet by 18 feet for 90 degree parking (Section 21.301.06(c)(2)(C)(i))	All surface parking stalls on site are 9’x18’	Yes
Structure Parking Stall Dimensions – 8.5 feet by 18 feet for 90 degree parking (Section 21.301.06(h)(2)(C))	Adequate dimensions provided	Yes
Drive Aisles - Aisles adjacent to 90 degree parking must be 24 feet wide. All other drive aisles must be a minimum of 20 feet per Fire Code (Section 21.301.06(c)(2)(C)) and Section 21.301.06(h)(2)(C)).	All drive aisles within surface and structure parking areas are 24 feet in width.	Yes
Off-Street Loading – Space must be provided with loading area so that all maneuvering is conducted outside of the public right-of-way (Section 21.301.06(j)(1)).	The width of the proposed loading dock is 75 feet. The adjacent roadway is private right-of-way.	Yes
Sidewalk Width - Private sidewalks must have a minimum width of five unobstructed feet. Sidewalks perpendicular to 90 degree parking must be seven feet in width (Section 21.301.04(d)(1)(B)).	All sidewalks are at least 5 feet in width. One sidewalk (south lot) perpendicular to 90 degree parking must be 7 feet in width.	Revisions required (see comments)
Landscaping – Trees / Shrubs – One tree per 2,500 sq. ft. and one shrub per 1,000 sq. ft. of disturbed area (Sec 19.52(c)(2)). 146 trees and 366 shrubs required.	143 trees 383 shrubs (not including perennials)	Revisions required (see comments)

Standard and Code Section	Proposed	Meets Standard?
Landscape Yard –20 feet adjacent to streets and 5 feet for interior lot lines (Section 19.52(c)(4)).	Landscape yard to 30 th Ave S: Existing – 12.3 feet Proposed – 17.3 feet	No - deviation recommended (see comments)
Parking Island Trees – A minimum of one deciduous tree must be provided per parking lot island (Section 21.301.06(c)(2)(H)(iii)).	Trees are provided in all new and modified islands except for three islands along East 82 nd Street.	Revisions required (see comments)
Screening – Perimeter parking lot screening required for surface lots (Section 19.52(d)(4)(A)).	No screening provided for west parking lot along 30 th Ave. S.	Revisions required (see comments)
Lighting for Parking Surface - 1.5 foot-candle required (Section 21.301.07(c)(13))	Maintained light levels for surface parking do not meet Code in multiple areas.	Revisions required (see comments)

Platting

In order to construct the proposed parking structure, the subject area must be platted (the site is currently within an outlot). The applicant has submitted a Preliminary and Final Plat application in conjunction with the Final Development Plan (FDP). The plat, Bloomington Central Station 5th Addition, includes one buildable lot (90,600 square feet) for the parking structure, and three outlots (A, B and C). The buildable lot (Lot 1, Block 1) is located in the northwest corner of the subject area and is bounded by 30th Avenue South on the west and the Blue Line Light Rail Transit (LRT) right-of-way on the north. Outlot A, directly to the south and east of the buildable lot, is 120,885 square feet in size and is proposed to remain as an improved surface parking lot until an office building is constructed there. Outlot B is 29,916 sq. ft. in size and would be utilized as private right-of-way for East 82nd Street. Finally, Outlot C is 124,307 square feet in size and would remain as a surface parking lot until future development occurs. Should the plat be approved, it must be recorded at Hennepin County prior to the issuance of any building permits.

Building Design

The proposed parking structure would be constructed of pre-cast concrete panels with multiple finishes intended to create a pattern, breaking up the mass of the façade. The pre-cast concrete panels would be varying tones of gray in color. The color palette is intended to match the architectural theme and design of other structure in Bloomington Central Station. The north and south elevations of the ramp include precast white columns that are intended to break up the mass of the parking structure. The High Intensity Mixed Use with Residential (HX-R) zoning district contains performance standards for the design of parking structures. A review of the design of the proposed parking structure in the context of said performance standards is provided in Table 2. In

staff's judgment, the proposed parking structure meets the intent of the architectural performance standards and is compliant with City Code in terms of design and building materials.

Table 2: Architectural Performance Standards for Parking Structures in HX-R Zoning District

Standard and Code Section	Proposed	Meets Standard?
Exterior Materials Standards – Parking structure exterior materials must meet the requirements of Section 19.63.08 of the City Code (Section 19.29(j)(6)(B)(i)).	Precast architectural concrete and glass	Yes
Complimentary Materials – Parking structure exterior material color must complement the color of the building or buildings the parking structure serves (Section 19.29(j)(6)(B)(ii)).	Health Partners office building is predominantly glass. Light and medium gray precast concrete with glass elements on the ramp compliment the office building.	Yes
Architectural Elements - Parking structures must include architectural elements that enhance the structure, break up its mass (Section 19.29(j)(6)(B)(iii)).	Alternating light and medium gray concrete panels create a pattern to break up building mass. White pre-cast concrete column pattern on north and south elevation provide decorative effect.	Yes
Access Points - Parking structure access points must be architecturally articulated to add visual interest (Section 19.29(j)(6)(B)(iv)).	All vehicle access points have concrete canopies to help identify ingress/egress locations.	Yes
Screening of Headlights – Parking structures must be designed to block the visibility of vehicle headlights from outside the parking structure (Section 19.29(j)(6)(B)(v)).	Ramp wall openings are 3.8 feet above ramp floor elevations, effectively blocking light trespass from vehicle headlights	Yes

Landscaping, Screening and Lighting

City Code requires one tree to be planted for every 2,500 square feet and one shrub for every 1,000 square feet of developable area. The subject property requires 146 trees and 366 shrubs to be installed based upon 365,708 square feet of developable area. The applicant is proposing to install 143 trees and 383 shrubs (not counting perennial grasses). Five of the trees proposed are currently located in the public right-of-way for 30th Avenue South. According to Section 19.52(c)(5) of the City Code, plantings within the public right-of-way in areas with an approved Streetscape Plan do not receive credit for overall site landscape requirements. As a result, five of the trees proposed do not count towards site landscaping. The applicant must revise their landscape plan to include 8 additional trees on-site in order for the Landscape Plan to be Code-compliant. In addition, three proposed parking islands within the West parking area do not currently have deciduous trees. Revision to the landscape plan should include trees for all parking islands.

City Code (Sec. 19.52(c)(4)) requires a 20 foot planted area adjacent to all public rights-of-way. 30th Avenue South previously was a private right-of-way until the City recently took ownership. The site currently has an existing landscape yard of 12.3 feet. The proposed design would provide a 17.3 foot landscape yard. While the proposed landscape yard does not meet the Code-required 20 foot dimension, the landscape yard is being increased. In addition, the landscape yard requirement previously did not apply to this property boundary due to the right-of-way previously being privately owned and managed. Given these factors, staff is recommending that a deviation be provided to allow for the 17.3 foot landscape yard. All other property boundaries of the development either have Code-complying landscape yards, or are not subject to the landscape yard requirement as a result of the development being part of one larger Planned Development (PD).

In relation to screening, City Code (Sec. 19.52(d)(4)) requires the perimeter of surface parking lots adjacent to public streets have a screen that is three to four feet in height. The western section of the west parking lot requires a perimeter screen be provided along 30th Avenue South. While trees are planned along the parking lot perimeter, Code requires the screen be comprised of continuous shrubs, perennial planting, a berm or an architecturally compatible wall or fence. The area that must be screened is south of the southwest corner of the proposed parking structure, extending a distance of approximately 100 feet to 82nd Street. The landscape plan must be revised to provide Code-compliant perimeter screening. The surface parking lot south of 82nd Street, the southwest lot, is not subject perimeter screening at this time, as the area is permitted to remain as legally non-conforming temporary parking awaiting future development. It should be noted that the non-conformity arose from the City taking ownership of 30th Avenue South, thereby creating a non-compliant landscape yard.

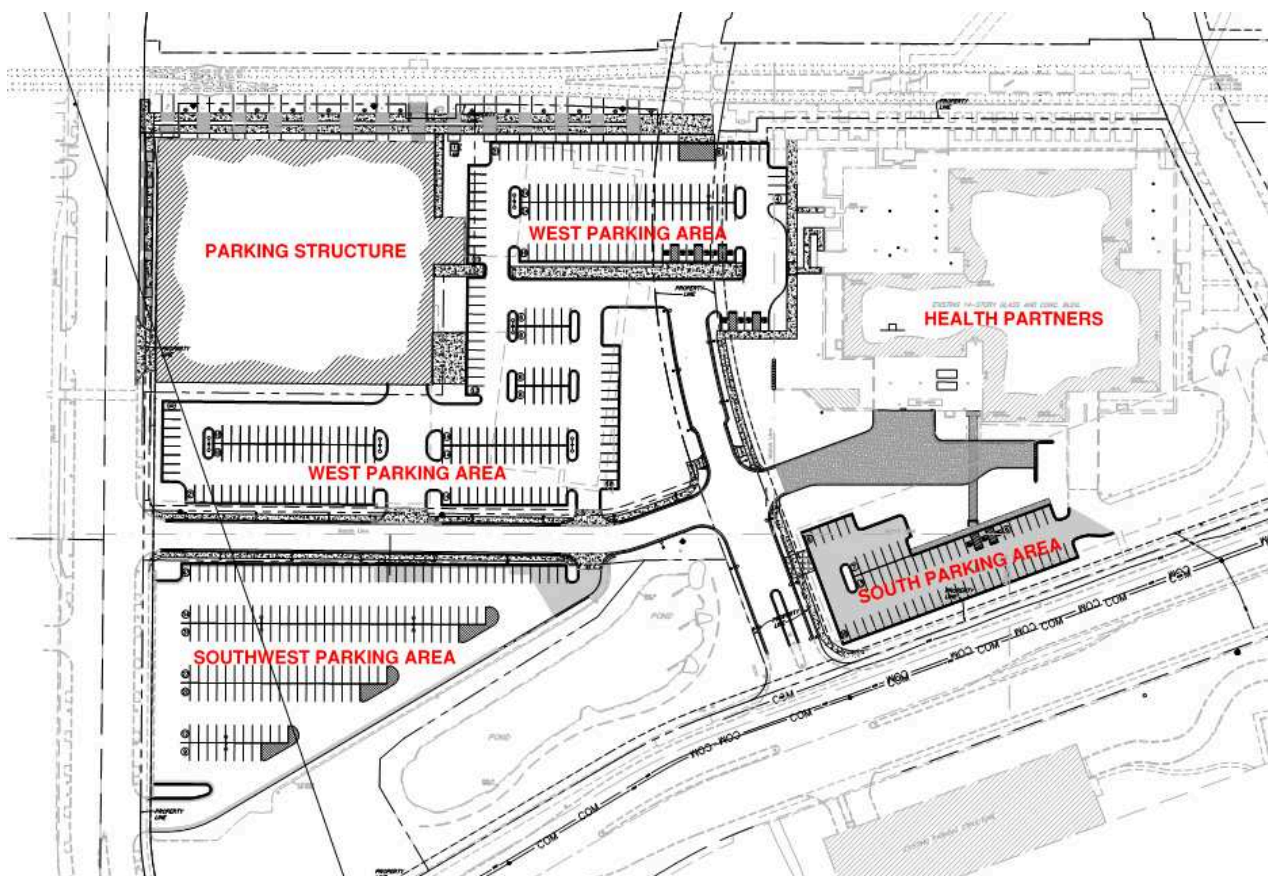
The lighting proposed for the subject area of Bloomington Central Station must meet a minimum light level of 1.5 foot-candles for surface parking, as the area is considered to be an office use. The applicant has submitted a photometric lighting plan utilizing existing and new poles with LED fixtures in all of the surface parking areas. In reviewing the plan submitted, there are multiple locations of the plan that do not meet minimum light levels. The photometric plan will need to be revised in order to meet Code. In addition, no photometric plans have been provided for lighting

within the parking structure. The interior portions of the ramp must have a minimum light level of 3.0 foot-candles. Staff is recommending a condition that a photometric lighting plans for the whole subject area, including the parking ramp, be approved prior to the issuance of building permits.

Parking

Along with the parking structure, there are three areas of surface parking proposed. See Exhibit 1 for a map identifying the surface parking areas discussed in this report. Each specific surface parking area is proposed to be modified in some fashion from its existing condition.

Exhibit 1: Parking Areas for BCS – Health Partners



With the scope of work proposed, the applicant would construct and/or modify a total of 2,265 parking spaces that will serve the Health Partners office building and future development within the subject area. The breakdown of the proposed parking stalls across the subject area is provided in Table 3.

Table 3: Parking Analysis for BCS - Health Partners Area

Parking Areas	Existing Parking Spaces	Proposed Parking Spaces
Parking Structure	0	1,657 (133 compact spaces) (possible expansion to 2,700)
South Parking Lot	165	53
West Parking Lot	614	278
Southwest Parking Lot	231	172
Health Partners Executive Parking	105	105
Total Parking Spaces	1,115	2,265 (2,132 when not including compact parking spaces)

From a parking quantity standpoint, the proposed parking structure and site improvements would provide a net increase of 1,150 parking spaces. As noted in the applicant's project description, the parking requirement for the Health Partners office building is 1,894 parking spaces. With a total of 2,132 legal parking spaces (not including compact spaces), there is an excess of 238 parking spaces dedicated to the Health Partners office building at this time. Should the office building expansion occur according to the Bloomington Central Station PDP, construction of phase 2 of the parking structure would likely occur concurrently, adding 1,043 parking spaces. The parking calculation for future development will occur at that time. To summarize, the proposed parking improvements comply with City Code and the approved Preliminary Development Plan. It should be noted that the quantity of parking has shifted slightly since review of the project by the Planning Commission occurred. The adjustment to the overall parking quantity is a result of reconfiguration of ADA parking stalls.

In addition to parking counts, a summary of improvements to the three surface parking areas is also warranted. Code-compliant landscaping and lighting is planned for both the South and West parking areas, whereas only Code-compliant lighting is planned for the Southwest parking area. The improvements to the Southwest parking area are considered to be more related to parking lot maintenance than permanent development. The temporary parking lots were approved to be constructed in their current condition while awaiting future development. All of the surface parking areas are intended for more permanent development at some point in the future. Nevertheless, the West and South parking areas will be improved to Code-compliant status for the interim period prior to future development.

Access and Circulation:

Site access will continue to be provided from East Old Shakopee Road and 30th Avenue South. The construction of East 82nd Street and a portion of 31st Avenue South, both private roadways, will allow for improved circulation throughout the surface parking areas and Health Partners site. The modified loading dock will be directly accessed from 31st Avenue South. The parking structure will have two access points.

One access is located on 30th Avenue South across from the Metro Transit Park and Ride ramp, and the other access is located at the southeast corner of the building within the West parking area. An initial proposal by the applicant had a different access layout. An access study was completed by SRF Consulting and it was recommended that the new ramp have only one access on 30th Avenue that aligns directly across from the driveway to the existing park-and-ride. The applicant agreed with the SRF recommendations and made changes to their design before submitting their application.

Pedestrian circulation will be also be improved throughout the site. Sidewalks are proposed to be added to both sides of East 82nd Street and the east side of 31st Avenue South. Staff is recommending that sidewalk be added to the west side of 31st Avenue South as well. Connection to the proposed parking structure is provided via sidewalk through the West parking area to the upper plaza of the Health Partners office building. In the future, a skyway is planned from the parking structure to the new office building and Health Partners site. Throughout all of the surface parking areas, pedestrians have a greater ability to navigate the parking lots on separated sidewalks, improving overall safety. Staff did identify one sidewalk that does not meet Code requirements for unobstructed width. A condition of approval is recommended that all sidewalks meet City Code standards. Finally, a pedestrian corridor and emergency access route is planned on the north side of the parking structure parallel to the Blue Line LRT right-of-way. The corridor will provide a landscaped greenway that will also serve as access to the north side of the Health Partners building and future development in case of an emergency. The design is similar to the existing corridor north of the Health Partners building. Finally, a pedestrian bridge connecting the South parking area to the upper plaza and main entrance and spanning over the loading dock will provide direct pedestrian access for visitors.

Airport Zoning Permit:

The proposed parking structure is subject to the Airport Zoning Height Limits because of the proximity of the subject property to Runway 17-35 of Minneapolis-St. Paul International Airport (MSP). The subject property is subject to Airport Safety Zones B and C, and must comply with the height limits established by the MSP Zoning Ordinance. The maximum height allowed under the Airport Height Limits at the location of the proposed parking structure ranges from approximately 912 to 955 feet above sea level. The finished floor elevation of the proposed parking structure is 816.5 feet. The greatest height of the proposed parking structure, located at the elevator tower, is 81.5 feet. As a result, the parking structure will extend as high as 898 feet above sea level at its

highest point. Thus, the proposed structure complies with the maximum building height allowed as determined by the Airport Height Limits.

In terms of permitting, the parking structure is taller than 80 feet in height, exceeding the height of structure allowed to proceed without an Airport Zoning Permit according to the MSP Zoning Ordinance. In addition, temporary crane variances are needed for the construction of the parking ramp. As a result, an Airport Zoning Permit is required in this case. The Airport Zoning Permit is reviewed and approved administratively by the City of Bloomington following a no-hazard declaration by the Federal Aviation Administration upon review of a RAA 7460-1 Airspace Study. Additionally, the temporary crane variance must be reviewed and approved by the Minneapolis-St. Paul International Airport Board of Adjustment. Prior to use of the crane or construction of the structure above the maximum height requiring a permit, the applicant must obtain an Airport Zoning Permit from the City of Bloomington, acting as the Airport Zoning Administrator.

Stormwater Management:

Stormwater will be managed to meet the City of Bloomington Comprehensive Surface Water Management Plan requirements for stormwater rate control (quantity), stormwater quality, and volume. The Stormwater Management plan calculations and narrative are under review. The plan is to utilize the existing stormwater pond located at the southwest corner of BCS, as well as two underground stormwater systems. A stormwater maintenance agreement will be required to be recorded at Hennepin County. This project is in Lower Minnesota River Valley Watershed District. The district does not have a permitting process, but plans and calculations will be sent to the district for their review.

Utilities:

Private sanitary sewer and watermain are proposed to be constructed to set the site up for future expansion. For example, a sanitary sewer stub will be constructed to connect under 31st Avenue for connection with a future parking ramp south of the existing Health Partners building. The

Fire Preventions and Public Safety:

Maintaining access, water supply, and addressing are critical factors. These factors will need to be addressed through all phases of the project. The applicant has agreed to provide landscaping techniques that won't interfere with firefighting operations including access to building openings.

All access and circulation design must meet or exceed the minimum standards for fire prevention and be maintained in accordance to the approved plan, including a surface to provide all weather driving capabilities. Apparatus access roads shall be asphalt or concrete and support a minimum of 80,000 pounds. The current turning radius within the existing site (south parking lot) at 8170 E 33rd doesn't meet the fire code.

Additional hydrants shall be strategically placed to provide an adequate water supply for firefighting operations in and around all areas of the project and subsequent development.

The structure must be addressed plainly and visible from the street or road using numbers that contrast with the background. The numbers must be a minimum of four inches, be Arabic numbers or alphabetic letters with a minimum stroke width of 0.5 inches.

Any changes made to the current plans, including building location, access roads, water supply, landscaping and addressing, shall be reviewed by the Fire Marshal to insure continued compliance with the fire code.

Status of Enforcement Orders

There are no open enforcement orders for this property.

Requested Change of Conditions Following Planning Commission Review

Following the recommendation of approval by the Planning Commission, the applicant has requested modifications to the recommended conditions of approval. The applicant's requested changes to the recommended conditions are found in the revised project description. More specifically, the applicant is requesting removal of recommended Condition #13 and modification to recommended Condition #19. Conditions #13 and #19 recommended by the Planning Commission read the following:

- 13) Sidewalk must be installed the west side of 31st Avenue South connecting to the south sidewalk of E 82nd Street. All sidewalks within the development must meet Section 21.301.04 of the City Code.
- 19) Prior to Permit - An Airport Zoning Permit must be approved by the Community Development Director for any crane or structure on site that exceeds 60 feet in height above existing grade (MSP Airport Zoning Ordinance Section VIII(A)).

Regarding Condition #13, the applicant is proposing to delay the construction of a segment of sidewalk on the west side of 31st Avenue South in between Old Shakopee Road and the new E 82nd Street. The main reason for the delay as requested is that the adjacent stormwater pond is planned to be modified as part of a future phase of development. The site to the south of the proposed parking ramp is planned for additional office development. The approved Preliminary Development Plan (PDP) shows the northern, western and eastern edge of the pond being modified to accommodate future development. In order to modify the pond, grading activity will be required, and the installation of a retaining wall is likely. In discussing the matter with the applicant, a concern was reported that the work to reshape the stormwater pond will likely cause disruption to

the area of the proposed sidewalk. It is likely that the sidewalk, if installed prior to future work on the pond, would need to be replaced.

Staff has evaluated the request of the applicant based on present and future improvements to the site as guided by the approved Preliminary Development Plan for Bloomington Central Station. Given that the proposed project is not adding any occupiable office or other space to the subject property, staff is comfortable delaying the construction of the sidewalk until the future phase of development that includes modifications to the stormwater pond. It should be noted that a sidewalk will be constructed on the east side of 31st Avenue South, connecting the existing Health Partners office building to East Old Shakopee Road. Staff is recommending that Condition #13 be modified to remove the missing sidewalk segment requirement per the request of the applicant, with a clear understanding that this segment of sidewalk will be required to be installed as part of a future phase of development, as shown in the approved PDP.

Regarding the request to modify Condition #19, the applicant requests that the timing of the condition be modified to allow construction to proceed prior to the issuance of the Airport Zoning Permit. The justification for this request is that there is a significant amount of construction activity that can occur prior to the building exceeding the maximum height before triggering the Airport Zoning Permit or prior to the crane being erected. The recommended condition of approval calls for the Airport Zoning Permit to be approved prior to building permit issuance. Staff has evaluated the applicant's request and determined that it can be granted by separating the proposed condition into two separate conditions – one focused on the parking structure and the other focused on the crane. The new conditions related to the Airport Zoning Permit as proposed by staff read as follows:

- Prior to Permit Issuance - An Airport Zoning Permit must be approved by the Community Development Director for the parking structure. No portion of the structure above 80 feet in height from grade may be constructed prior to the issuance of a no-hazard declaration from the Federal Aviation Administration.
- An Airport Zoning Permit must be approved by the Community Development Director for the crane structure prior to its erection or use.

Staff is recommending that the 2nd of these proposed conditions have a status of "Ongoing". As proposed, these conditions would allow the applicant to begin site work prior to any action being taken by the MSP Board of Adjustment on the applicant's application for a temporary height variance for a tower crane. Staff is confident the modified conditions will properly address the need for Airport Zoning Permits at the appropriate times, holding the applicant accountable to the requirements of the MSP Airport Zoning Ordinance.

FINDINGS

Section 21.501.03(e)(1),(2),(3),(4),(5),(6) and (7) – Final Development Plans

1. The proposed development is not in conflict with the Comprehensive Plan;

- There is no conflict between the proposed development and the Comprehensive Plan. The proposed parking structure would serve high intensity office uses within the Bloomington Central Station development, which is guided South Loop Mixed Use. The land uses proposed are consistent with the South Loop Mixed Use land use designation.

2. The proposed development is not in conflict with any adopted District Plan for the area;

- The proposed development is consistent with the South Loop District Plan. The parking structure and supporting improvements are consistent with the development approvals for the Bloomington Central Station planned development.

3. The proposed development is not in conflict with the approved Preliminary Development Plan for the site;

- The proposed development is consistent with the adopted Preliminary Development Plan for Bloomington Central Station in terms of the proposed land use, intensity of use and location of use.

4. All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;

- The proposed deviations relate to previously approved existing conditions on the site and would not have an adverse impact on the surrounding neighborhood. Some of the deviations stem from the roadways of Bloomington Central Station were privately owned and managed. The deviations described in the staff report are in the public interest in promoting future development of Bloomington Central Station.

5. The proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit;

- The proposed development activity will serve the parking needs of the Health Partners office building and surrounding future development. The project will

allows for reduction of surface parking in the Bloomington Central Station development, serving both an existing parking demand and better preparing the site for additional development in the future. Operation of the proposed parking structure is feasible as a complete unit and not dependent on a subsequent unit.

6. The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and

- The proposed parking structure will not be adding a greater intensity of use to the Bloomington Central Station development at this time. The intent of the project is to provide more efficient parking facilities on-site in order to clear surrounding sites for future development. The proposed parking structure will not create an excessive burden on parks, schools, streets or other public facilities and utilities that serve the development.

7. The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.

- The parking structure is consistent with the approved Preliminary Development Plan and will serve existing and future office development on surrounding parcels. The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.

Section 22.05 (d) (1-8) Preliminary Plat

1. The plat is not in conflict with the Comprehensive Plan;

- The plat is not in conflict with the Comprehensive Plan, as the proposed lots are Code-compliant and will serve development that is consistent with the South Loop Mixed Use land use category.

2. The plat is not in conflict with any adopted District Plan for the area;

- The proposed plat is consistent with the adopted South Loop District Plan.

3. The plat is not in conflict with City Code Provisions;

- The proposed plat is not in conflict with any provisions of the City Code.

4. The plat does not conflict with existing easements;

- There are no known easements in conflict with the plat.

5. There is adequate public infrastructure to support the additional development potential created by the plat;

- The development proposed on the site is adequately served by public infrastructure. Additional private roadways will be constructed to facilitate travel to the parking structure.

6. The plat design mitigates potential negative impacts on the environment, including but not limited to topography; steep slopes; trees; vegetation; naturally occurring lakes, ponds, rivers, and streams; susceptibility of the site to erosion, sedimentation or flooding; drainage; and stormwater storage needs;

- The plat must establish new drainage and utility easements. The site is presently used for surface parking. The subject area is currently served by City utilities and stormwater management facilities. No negative impacts on the environment will occur as a result of the proposed plat.

7. The plat will not be detrimental to the public health, safety and welfare; and

- The plat subdivides one outlot into one buildable lot and three outlots. The platted lot will be utilized to construct a parking structure that is consistent with approved development plans for the Bloomington Central Station development. The proposed plat will not be detrimental to the public health, safety, or general welfare.

8. The plat is not in conflict with an approved development plan or plat.

- The proposed plat is not in conflict with the existing plat, Bloomington Central station 2nd Addition, or the approved Preliminary Development Plan for Bloomington Central Station.

Section 22.06(d)(1) Final Plat

1. The plat is not in conflict with the approved preliminary plat or the preliminary plat findings.

- The Final Plat is consistent with the Preliminary Plat and the Preliminary Plat findings.

RECOMMENDATION

The Planning Commission and staff recommend approval of the Major Revision to Final Development Plans and staff recommends approval of the Preliminary and Final Plat through the following motions:

In Case PL2016-146, having been able to make the required findings, I move to approve the Preliminary Plat and adopt a resolution approving the Final Plat for Bloomington Central Station 5th Addition, subject to the conditions and Code requirements attached to the staff report.

In Case PL2016-146, having been able to make the required findings, I move to approve a Major Revision to Final Development Plans to construct a 1,657 stall parking structure and surface parking improvements at 8170 31st Avenue South, subject to the conditions and Code requirements attached to the staff report.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL201600146

Project Description: Type II Preliminary and Final Plat to divide one outlot into one lot and three outlots; Major Revision to Final Development Plans for a new 8-level parking structure plus loading dock and surface parking modifications. Airport Zoning Permit.

Address: 8170 31ST AVE S

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit The property must be platted per Chapter 22 of the City Code and the approved final plat must be filed with Hennepin County prior to the issuance of any permits (22.03(a)(2)).
2. Prior to Permit The Grading, Drainage, Utility, Erosion Control, Access, Traffic, Parking and Circulation plans must be approved by the City Engineer.
3. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
4. Prior to Permit A Minnesota Pollution Control Agency (MPCA) Sanitary Sewer Extension or Modification Permit must be obtained or notification from the MPCA that this permit is not required must be submitted to the City (State of MN).
5. Prior to Permit A Minnesota Department of Health (MDH) watermain review and approval must be obtained or notification from MDH that this permit is not required must be submitted to the City (State of MN).
6. Prior to Permit Utility plan showing location of existing and proposed water main and fire hydrant locations must be approved by the Fire Marshal and Utilities Engineer (City Code Sec. 6.20, Minnesota State Fire Code Sec. 508).
7. Prior to Permit Building must be provided with an automatic fire sprinkler system as approved by the Fire Marshal (MN Bldg. Code Sec. 903, MN.Rules Chapter 1306; MN State Fire Code Sec. 903).
8. Prior to Permit A National Pollutant Discharge Elimination System (NPDES) construction site permit and a Storm Water Pollution Prevention Plan (SWPPP) must be provided if greater than one acre is disturbed (State of MN and Federal regulation).
9. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
10. Prior to Permit Public drainage and utility easement must be provided on the plat as approved by the City Engineer and proof of filing must be provided to the Manager of Building and Inspection:
11. Prior to Permit Private common driveway/access and utility easement agreements be filed with Hennepin County and proof of filing provided to the Engineering Division

12. Prior to Permit A 10-foot sidewalk/bikeway easement must be provided by document along all street frontages as approved by the City Engineer.
13. Prior to Permit All sidewalks within the development must meet Section 21.301.04 of the City Code.
14. Prior to Permit Bicycle parking spaces must be provided and located throughout the site as approved by the City Engineer.
15. Prior to Permit An erosion control surety must be provided (16.05(b)).
16. Prior to Permit Landscape plan must be approved by the Planning Manager and landscape surety must be filed (Sec 19.52).
17. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
18. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
19. Prior to Permit An Airport Zoning Permit must be approved by the Community Development Director for the parking structure. No portion of the structure above 80 feet in height from grade may be constructed prior to the issuance of a no-hazard declaration from the Federal Aviation Administration.
20. Prior to Permit Haul Route and Construction Traffic Control Plans must be approved by the City Engineer.
21. Prior to Permit A Construction Management Plan must be submitted for review and approval by the City
22. Prior to C/O The developer must submit electronic utility as-builts to the Public Works Department prior to the issuance of the Certificate of Occupancy.
23. Prior to C/O Prior to occupancy, life safety requirements must be reviewed and approved by the Fire Marshal.
24. Ongoing The site and building improvements are limited to those shown on the approved plans in Case File #PL201600146.
25. Ongoing Alterations to utilities must be at the developer's expense.
26. Ongoing All construction stockpiling, staging, loading, unloading, drop-off, pick-up and parking must take place on-site and off adjacent public streets and public rights-of-way.
27. Ongoing Development must comply with the Minnesota State Accessibility Code.
28. Ongoing Fire lanes must be posted as approved by the Fire Marshal (MN State Fire Code Sec. 503.3).
29. Ongoing Three foot high parking lot screening must be provided along 30th Avenue South as approved by the Planning Manager (Sec. 19.52).
30. Ongoing Poured-in-place concrete curbs must be provided on the perimeter of parking lots and traffic islands (Sec 19.64).
31. Ongoing An Airport Zoning Permit must be approved by the Community Development Director for the crane structure prior to its erection or use.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL201600146

Project Description: Type II Preliminary and Final Plat to divide one outlot into one lot and three outlots; Major Revision to Final Development Plans for a new 8-level parking structure plus loading dock and surface parking modifications. Airport Zoning Permit.

Address: 8170 31ST AVE S

The following recommended conditions pertain to the final plat:

1. A title opinion or title commitment that accurately reflects the state of title of the property being platted, dated within 6 months, shall be provided;
2. A consent to plat form from any mortgage companies with property interest shall be provided;
3. Public drainage and utility easements shall be provided as approved by the City Engineer;
4. A private common driveway, access, and utility easement agreement must be recorded with Hennepin County as approved by the City Engineer and proof of recording must be provided to the Engineering Division;
5. A 10-foot sidewalk and bikeway easement shall be provided as approved by the City Engineer;